



Hongkong Daily Press

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frequently
and your eyes get tired, you should be fitted with accurate glasses
FOR YOUR EYES' SAKE!
N. LAZARUS
OPHTHALMIC OPTICIAN
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No. 19,278. 號八十七百二千九萬一第 日三十月元年申庚 HONGKONG SATURDAY, MARCH 13TH, 1920. 陸拜禮 號三十拾月九年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
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In Bags 350 lbs. net.
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TIME-TABLE.

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Express	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through	No. 11 Local	No. 12 Through	No. 13 Local	No. 14 Through	No. 15 Local	No. 16 Through	No. 17 Local	No. 18 Through	No. 19 Local	No. 20 Through
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
ANTON (Tat Shee Tau)	dep.	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30
SHUI KUNG	arr.	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40
SHUI CHAI	dep.	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35
SHUI CHAI	arr.	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45
SHUI CHAI	dep.	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40
SHUI CHAI	arr.	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50
SHUI CHAI	dep.	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45
SHUI CHAI	arr.	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55
SHUI CHAI	dep.	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50
SHUI CHAI	arr.	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00
SHUI CHAI	dep.	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55
SHUI CHAI	arr.	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05
SHUI CHAI	dep.	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00
SHUI CHAI	arr.	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10
SHUI CHAI	dep.	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05
SHUI CHAI	arr.	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15
SHUI CHAI	dep.	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10
SHUI CHAI	arr.	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20
SHUI CHAI	dep.	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15
SHUI CHAI	arr.	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25
SHUI CHAI	dep.	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20
SHUI CHAI	arr.	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30
SHUI CHAI	dep.	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25
SHUI CHAI	arr.	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35
SHUI CHAI	dep.	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30
SHUI CHAI	arr.	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40
SHUI CHAI	dep.	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35
SHUI CHAI	arr.	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45
SHUI CHAI	dep.	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40
SHUI CHAI	arr.	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50
SHUI CHAI	dep.	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45
SHUI CHAI	arr.	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55
SHUI CHAI	dep.	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50
SHUI CHAI	arr.	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00
SHUI CHAI	dep.	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55
SHUI CHAI	arr.	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05
SHUI CHAI	dep.	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00
SHUI CHAI	arr.	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10
SHUI CHAI	dep.	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05
SHUI CHAI	arr.	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15
SHUI CHAI	dep.	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10
SHUI CHAI	arr.	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20
SHUI CHAI	dep.	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15
SHUI CHAI	arr.	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25
SHUI CHAI	dep.	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20
SHUI CHAI	arr.	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30
SHUI CHAI	dep.	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25
SHUI CHAI	arr.	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35
SHUI CHAI	dep.	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30
SHUI CHAI	arr.	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40
SHUI CHAI	dep.	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35
SHUI CHAI	arr.	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45
SHUI CHAI	dep.	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40
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SHUI CHAI	arr.	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00
SHUI CHAI	dep.	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55
SHUI CHAI	arr.	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.0.						

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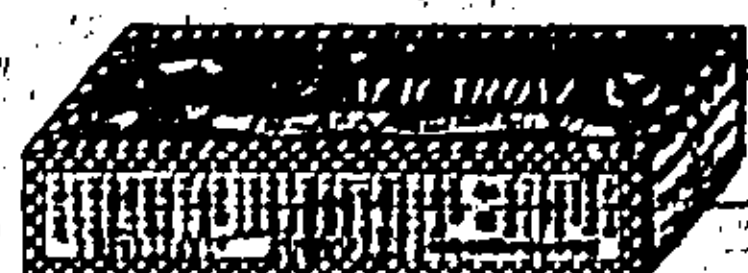
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SHAMPEEN LANDRENTERS AND RATEPAYERS' MEETING.

WATERWORKS AND ELECTRIC LIGHTING DISCUSSED.

PROPOSED NAVAL CLUB.

The annual general meeting of Landrenters and Ratepayers of the British Concession, Shampeen, was held at H.B.M. Consulate-General on March 4th. There were present H.B.M. Consul-General (22 votes), H.B.M. Vice-Consul (4 votes), Messrs. Matheson (10 votes), Bramfield (8 votes), Tebbutt (2 votes), Mogra (1 vote), Bell (3 votes), Sutton (3 votes), Moha (2 votes), M. O. Clarke (3 votes), Perb (3 votes), Farmer (2 votes), Wilson (13 votes), H. Staples-Smith (9 votes), Poizat (2 votes), Stetson (3 votes), Browne (3 votes), Mowbray-Jones (1 vote), Silver (1 vote), Nixon (3 votes), Courtney (2 votes), Reid (3 votes), Hansen (1 vote), J. Smith (2 votes), Pepperell (1 vote), Huxley (3 votes), Bond (1 vote), and Dr. Reynolds (2 votes)—Total votes, 117. H.B.M. Consul-General presided.

THE REPORT AND FINANCIAL STATEMENT. Mr. Staples-Smith proposed, and Mr. Wilson seconded, that the Report and Financial Statement for the first year as presented by the outgoing Council be adopted.

Mr. Staples-Smith said that under the heading of Waterworks it would be noticed that the Council's Engineers recommended the installation of additional filtering and pumping plant, the approximate cost of which would be about three thousand dollars. The present plant was installed during 1913, and since that time there had been heavy wear and tear on the machinery, the more so during the past two years as the demand for water had been greater, and without additional or spare pumping and filtering plant, the Council's Engineers found it extremely difficult to cope with the requirements of the Concession during the periods when the machinery had to be cleaned and otherwise attended to.

In connection with the paragraph in the report as to the extension of the existing plant, the meeting would recall that the Concession was without electric light for four days during July of last year, and as there had been a certain amount of discussion as to whether the size of the community now warranted Shampeen having its own installation, the outgoing Council would suggest that this opportunity be taken to hear, if any ratepayers had any views on the matter, and if it was considered advisable, he would suggest that a sub-committee be appointed to investigate the question and report to a subsequent meeting of the ratepayers. The subject had been discussed from time to time by the outgoing and previous Councils, and the outgoing Council did not consider that a breakdown of just four days warranted a heavy outlay in expenditure, particularly as the cost of upkeep and maintenance, engaging a foreign engineer, etc., would be heavy, and they thought that no doubt a more regular supply would be obtainable from the Canton Electric Company when their new plant was properly installed. It had been the practice of previous Councils to make three-yearly arrangements with the Electric Light Company for the supply of light for the roads, and he might mention that the present agreement terminated next January, by which time probably a satisfactory supply would be forthcoming.

The accounts did not call for any special comment, beyond just mentioning that there had been a noticeable saving on the estimates passed for roads, which was quite satisfactory. The thanks of the Council were due to Mr. Farmer for the considerable amount of work and time he had devoted to the general street improvements in the Concession. The Secretary of the Council, Mr. Matheson, had applied for six months' leave, and as the meeting would see from the report the outgoing Council had provisionally granted the application; in the absence of any special questions on the point at the meeting, the incoming Council would consider the application confirmed and make arrangements accordingly.

The adoption of the Report and Financial Statement, as submitted by the outgoing Council was then passed unanimously.

THE PROPOSED BUDGET.

The Chairman said that the next business before the meeting was the passing of the proposed budget, as submitted by the outgoing Council, and to approve the granting of the six months' leave to Mr. Matheson. Mr. Smith had pointed out the increased expenditure ratepayers had to face in connection with the waterworks, and he had also hinted at the possible expenditure in connection with the electric light installation. He would be glad to have the views of the meeting with regard to these points, or on any other points in the budget for the year. It would be noticed from the report that the outgoing Council specifically asked for the views of the ratepayers with regard to the extension of the waterworks.

Dr. Reynolds said it seemed to him that the position was that the machinery had to be installed if the plant closed down. The Chairman said he presumed that if the waterworks were enlarged the price of water would rise *pro tanto*, unless the cost was met out of the Council's overdraft.

Mr. Smith said he thought that the price of water would be raised.

Mr. Jamieson asked if any ratepayer had any remarks to make with regard to the extension of the waterworks, or if it was to be understood that the meeting endorsed the proposal of the outgoing Council and recommended the incoming Council to consider the matter of extending the waterworks plant at an expenditure of, roughly, about £20,000. It was necessary for the incoming Council to have for their guidance an expression of the ratepayers' opinion.

Mr. Sutton proposed that the incoming Council be authorised to proceed as far as possible during the year with the matter mentioned under resolution No. 10. He did not know how the engineering position was at present, but he doubted very much if the engines would be out in the present year.

Mr. Reid seconded this, and it was carried. The Chairman then proposed to submit to the meeting *en bloc* the remaining proposals and resolutions on the report—Nos. 1 to 9—unless any ratepayer had any objection to raise.

It was proposed by Mr. Staples-Smith, seconded by Mr. Farmer, and carried that resolutions Nos. 1 to 9 be passed.

THE NEW COUNCIL.

The Chairman said that the next business for the meeting was to declare elected the members of the incoming Council. The names that had been put forward were: Mr. G. N. Courtney, Mr. W. Farmer, Mr. E. Pepperell, Mr. H. Staples-Smith and Mr. H. Sutton. These gentlemen were proposed by Mr. Annet, and seconded by Dr. Reynolds, and had expressed their willingness to serve if elected. No other names having been submitted, he declared the above gentlemen elected.

NEW BY-LAWS.

It would be noticed in the report that the outgoing Council had submitted for the consideration of the ratepayers new by-laws, the first of which read as follows:—

"Machinery and factories (No. 17a). No factory or machinery of any kind (except silk winding plant and lifts) shall be erected on the British Concession without the written consent of the Council. The Council shall have full power to withhold its consent to any such erection, which, in its opinion, is not in accord with methods which accrue to the public benefit and health, or which do not assure the general safety and welfare of the inhabitants of the Concession."

In case of dissatisfaction with the decision of the Council, the point in dispute shall be submitted through His Britannic Majesty's Consul-General to His Majesty's Office of Works, whose decision shall be final."

Discussion on the proposed by-law was invited.

Mr. Sutton enquired if there was any special reason for framing this by-law. Mr. Staples-Smith replied that during the past year an application was made to the Council to erect a factory on the British Concession, and in the existing by-laws there was nothing really in black and white to show that the Council had the right to refuse or grant this permission. At the time there was considerable discussion, about this suggested factory, and it was thought that possibly in the future there might be more ratepayers on the settlement who might want to put up machinery or a factory of some kind; the Council suggested that they should have a ruling in black and white and, of course, any points of dissatisfaction would have to be submitted to His Majesty's Consul-General. It was really to give the incoming Council more backing in refusing or granting any such request.

The Chairman asked if Mr. Smith's explanation was satisfactory to the meeting or if any other person wished further information in regard to the by-law. Mr. Sutton expressed himself satisfied.

The proposed by-law was then carried on the motion of Mr. Staples-Smith, seconded by Dr. Reynolds.

The Chairman said that the next by-law which the outgoing Council wished to submit to ratepayers was No. 23a, which read as follows:—

"No person shall be allowed to land on or store in the Concession any Hides, Hoofs, Horns or other articles, produce or merchandise which may be considered by the Council on the advice of the Medical Officer of Health to be noxious, or a danger to the Public."

"No person shall carry on any Offensive Trade (as recognised by the Local Government Board of Great Britain) or other trade which may be considered offensive or dangerous by the Council within the limits of the Concession."

"Under a penalty of a fine not exceeding \$25 per day in respect of each day either the above goods are landed or stored, or the Offensive or Dangerous trade carried on."

Dr. Reynolds said that this by-law was suggested owing to the fact that during the last few years a large number of hides, etc., had been stored on the Concession, and it had been found advisable that there should be a by-law prohibiting the storing of any obnoxious articles for, in fact, the carrying-on of any obnoxious trade, and it was thought advisable that this should be put down in black and white so that there should be no dispute on any future occasion.

Mr. Farmer proposed, and Mr. Reid seconded, that the proposed by-law No. 23a be embodied in the by-laws of the Shampeen Municipal Council. This was carried.

H.B.M. Consul-General thanked the outgoing Council for the work done during the past year. Shampeen did not appear to have deteriorated during his absence. They were again indebted to Mr. Farmer for a very great deal of attention which he had devoted to the good Government of the Concession.

SUGGESTED REMOVAL OF A FOOTPATH.

Mr. Nixon raised the question of the removal of the path running along the southern side of the football field.

Mr. Staples-Smith replied that a letter, signed by 34 residents or members of the Sports-Club, had that morning been received, asking the outgoing Council if they could arrange for the removal of the hard surface path in question and substitute either a soft path or a grass track. The outgoing Council could not see their way to do that, as they had had the path cut down in place of a cinder track, but they had handed the letter to the Secretary for the incoming Council to deal with.

Mr. Farmer considered that in view of the fact that the path was part of the original Concession the Council had no authority to remove it.

Dr. Reynolds considered that the path did constitute a danger to players, though only minor accidents had been brought to his notice so far. Two of three other ratepayers expressed the same opinion.

The Chairman did not think that the Municipal Council were authorised to remove the road in question. At the time the original Concession was laid out the area used as a football ground at present was a grass plot preserved in the same way as those in the Central Avenue. When the river gunboats began to visit Canton it was felt that the men must have some place for exercise, and they were allowed to kick footballs about on the ground. The path had always existed because for reasons of safety children were not allowed to walk on the bund, and on the other hand, they were not allowed to use the grass as a playground. The path must, therefore, remain, and it was merely a question for the Council to decide what its composition should be.

Later, Mr. Browne reverted to the path along the football field, and suggested that the meeting recommend to the incoming Council that the present path be done away with and a grass track substituted.

The Chairman said that when the bicycle craze first reached Shampeen various paths were laid out at the request of residents, the removal of which was demanded later. If the path under discussion were removed now, it was possible that in the future it would have to be laid out again. It would be remembered that the hard surface was laid down recently because in wet weather the drippings from the trees turned the ground into a swamp.

A NAVAL CLUB.

Mr. E. G. Jamieson spoke about the Municipal Bungalow which the Naval Authorities were very anxious to secure for use as a Naval Club. He understood, however, that they could not pay the rent at present charged.

Mr. Staples-Smith told the meeting that the lease of the bungalow to the Japanese Club at \$195 per month terminated at the end of April, and the Council had been approached by the Naval authorities to lease the property for the purposes of a Naval Club, but it was understood that they could not pay any rental as high as \$195. The Council thought they would like the views of the landrenters before taking the matter further. To rent the bungalow at \$100 per month would mean a loss of some \$900 a year to the community. The Naval Authorities had not actually made an offer in writing, and the Council could not do anything until this was done.

Mr. E. G. Jamieson thought that they could pay \$100 per month.

Mr. Hansen enquired if the whole of the bungalow would necessarily be needed by the Naval authorities.

Mr. Farmer told the meeting that he had gone into the matter with the Secretary of the Naval Club and he found that the utmost profit derived from the Canteen was from \$80 to \$95 per month, and in paying a rent of \$100 they would be losing about \$5 a month. The Canteen, however, had considerable funds in hand, and he thought that the authorities would be prepared to draw on these monies to pay the balance. He proposed that the incoming Council be authorised to offer the lease of the bungalow under certain terms to the Naval Club at a rental of \$100 per month. He would mention that the Portuguese Consul-General had protested against the present method as it shut out all the light and air from his house.

The Chairman said that this was a matter for the ratepayers to decide. They were asked to hand over \$800 a year to the sailors who had come here to protect them, and it was for the ratepayers to say whether or not they were prepared to surrender that amount of revenue. Personally he thought it was only just to those men who had come here, not of their own design but more or less at the residents' request, and who were here to protect them in time of trouble, that the ratepayers should in some form express their gratitude to them for what might be called their self-sacrifice. He did not think that the charge of \$800 was very much to ask from the community, and as it had been pointed out that the method in its present situation was interfering with his honourable Portuguese colleagues' comfort, perhaps they might see their way to have it removed, providing the meeting gave their consent to the sailors installing themselves in the Municipal bungalow. He might mention that there was a movement in Shanghai for providing accommodation of this kind at all the stations on the Yangtze where there were river gunboats. The Hankow community had taxed itself to a certain extent for the purpose of supplying accommodation for the sailors on shore because it was obviously impossible for men to sleep in the hot weather for months on end in the gunboats. The Navy League in Shanghai had also taken up the question of supplying accommodation for men of the river gunboats at Ichang, Chungking and Changsha. The communities of those ports were very much smaller than that of Shampeen, and they had recognised that something would have to be done and they were contributing funds to supply places where the men could sleep on shore in the hot weather under mosquito curtains and under more comfortable conditions than on the ships. If those communities could do this, he thought that the Shampeen community should be prepared to do the same. They all knew what the summer heat was like in Canton and on the West River. The men must have some place of recreation on shore and where they could sleep when unwell. It was, of course, not intended to establish a "doss-house."

Mr. Farmer said that in view of the fact that the path was part of the original Concession the Council had no authority to remove it. Dr. Reynolds considered that the path did constitute a danger to players, though only minor accidents had been brought to his notice so far. Two of three other ratepayers expressed the same opinion. The Chairman did not think that the Municipal Council were authorised to remove the road in question. At the time the original Concession was laid out the area used as a football ground at present was a grass plot preserved in the same way as those in the Central Avenue. When the river gunboats began to visit Canton it was felt that the men must have some place for exercise, and they were allowed to kick footballs about on the ground. The path had always existed because for reasons of safety children were not allowed to walk on the bund, and on the other hand, they were not allowed to use the grass as a playground. The path must, therefore, remain, and it was merely a question for the Council to decide what its composition should be. Later, Mr. Browne reverted to the path along the football field, and suggested that the meeting recommend to the incoming Council that the present path be done away with and a grass track substituted. The Chairman said that when the bicycle craze first reached Shampeen various paths were laid out at the request of residents, the removal of which was demanded later. If the path under discussion were removed now, it was possible that in the future it would have to be laid out again. It would be remembered that the hard surface was laid down recently because in wet weather the drippings from the trees turned the ground into a swamp.

Mr. Sutton believed that the original cost of the bungalow was only \$4,000, so the fact that the Council would be giving away \$800 a year in his opinion did not enter into the question. He would like to add as an amendment to Mr. Farmer's resolution the words "\$100 or less." It was proposed by Mr. Farmer and seconded by Mr. Reid, who both agreed to the amendment as suggested by Mr. Sutton, that the Municipal bungalow be offered to the Naval authorities for the purpose of a Naval Club at a monthly rental of \$100 or less. Mr. J. Smith asked if the outgoing Council had the option of renewing the lease. The answer was in the negative. The meeting closed with a vote of thanks to the Chair, proposed by Mr. Staples-Smith.

HOUSING ACCOMMODATION AND CHINESE ACTORS. SLEEPING IN THE THEATRE PREMISES.

At the Magistracy, yesterday, the manager of the Wo Ping Theatre was summoned for allowing persons to sleep in the theatre premises.

Mr. E. L. Agassiz, appearing for the defence, pleaded guilty. Mr. Smith remarked that other theatres were given permission to let their actors sleep on the premises, but the Wo Ping theatre being a new establishment, was not so allowed.

Mr. Agassiz replied that the practice was being continued. Since the last occasion the management had been able to find accommodation for 32 actors. He mentioned that fact to show that they were not wilfully disregarding or breaking any of the regulations. They had endeavoured to provide accommodation and he was instructed to say that the management found it impossible to secure further accommodation. They were compelled to let the actors sleep on the premises. They could not be put out on the Premises.

Mr. Smith: Is it usual for the theatre to find accommodation?

Mr. Agassiz replied that he was informed that most of the theatres allowed the actors to sleep on the premises. His client was put in the unfortunate position of finding accommodation outside. They had to rent houses, flats, etc. Where could they get houses? The P.W.D. suggested turning 87 persons into the street at night. How was that to be done? Were they to use main force?

Mr. Smith: What is the objection to the people sleeping there?

Mr. Edwards, an overseer in the Public Works Department, replied that the older theatres were in existence before the present ordinance came into force and they were allowed by the Sanitary Board to let people sleep on the premises.

Mr. Smith: Is there any difference in the construction of the theatres?

Mr. Agassiz: No difference at all, except perhaps that our theatre is better built.

Mr. Smith remarked that it was not for him to criticise the regulations, but it seemed rather hard that, because a new regulation was brought in, the new theatres should suffer and not the old.

Mr. Agassiz stated that application had been made to the Public Works Department to construct sleeping premises and he personally had seen Mr. Wright and was refused. He thought the Public Works Department and the Police were rather down on his client for some reason or other and were constantly inspecting the theatre.

Mr. Smith: Perhaps you have an attractive programme.

Mr. Agassiz said his client was prepared to erect premises if permission were given.

Mr. Edwards stated that the management knew the difficulty of getting housing accommodation and yet they persisted in bringing down actors. It was an aggravated offence and he pressed for a heavy penalty.

Mr. Smith fined defendant \$20.

SELF DETERMINATION.

[BY A LOCAL LITTEMAN.]

If self determination is good for the Jugo Slavs.
If self determination is right for the Poles to have.
If self determination be given the Serb and Jew.
Should not self determination be given the Irish too?

Self determination is all that Ireland craves.
For self determination the Jail and Gallows are braver.
If self determination were over a people's due.
Should not self determination be given the Irish too?

HONGKONG VOLUNTEER CORPS.

ORDERS FOR CADET COMPANY BY LIEUT. A. O. BRAWN.

STRENGTH.

Cadet-Lt. T. Chueny joined on March 9th, 1920, and is posted to Section 2.

PARADES.

All Sections, Band and Instructors at Headquarters on Monday, 15th inst. at 6.15 p.m.

N.C.O.s and Instructors on Thursday, 18th inst. at 6.15 p.m.

G. E. STEWART,
Adjutant, H.K.V.C.
Hongkong, March 12th, 1920.

Mr. Sutton believed that the original cost of the bungalow was only \$4,000, so the fact that the Council would be giving away \$800 a year in his opinion did not enter into the question. He would like to add as an amendment to Mr. Farmer's resolution the words "\$100 or less."

It was proposed by Mr. Farmer and seconded by Mr. Reid, who both agreed to the amendment as suggested by Mr. Sutton, that the Municipal bungalow be offered to the Naval authorities for the purpose of a Naval Club at a monthly rental of \$100 or less.

Mr. J. Smith asked if the outgoing Council had the option of renewing the lease.

The answer was in the negative. The meeting closed with a vote of thanks to the Chair, proposed by Mr. Staples-Smith.

(Continued at foot of next column.)

SPORT.

THURSDAY'S RUGBY FOOTBALL MATCH.

There was distinct promise about the game, which proved that many of the Club players, particularly the forwards, have benefited greatly by the practice games they have indulged in. They have, however, yet to learn to heel the ball out off the scrum. The Army forwards bent them all the time at this, with the result that, thanks to the activity of Murray and James, the Army three were able to get started on many occasions than the opposing quartette. For the winners, the three played well, particularly Tommy and Heaven. The halves did not pass out to the other wing sufficiently. Murray was tremendously hardworking. The Army forwards worked hard, Legg, the leader of the pack, being in the forefront of every attack.

Way put in a lot of useful work at back for the Club. Hall was the weak link in the three-quarter line. He made several mistakes, mostly in passing wildly, and his failure to take that one pass from Henderson was unpardonable. Bailton was a success in the three-quarter line, but he has a penchant for running through the opposing side instead of round it, or in a straight line. Wallace shared with Henderson the honour of being the best player on the ground. These two worked tremendously hard, both with the attack and the defence. Smyth played a much improved game, and was not as selfish as before. Tinson, Harper and de Courcy stood out among the Club forwards.

TODAY'S FOOTBALL.

Two matches are being played, on the Club ground this afternoon, and, given ordinary weather conditions, the 4.30 p.m. match, between the Club and the St. Joseph's College, should attract a big crowd. The Club is playing its strongest possible team, Black and Stewart appearing after a considerable interval. McTavish, who has left for Home, will be sorely missed, for he has been the pivot of the Club's forward line, and has given many a spectacular exhibition of dribbling. Stalker, the Club's handy man, plays centre forward, and is sufficiently tricky to keep the College defence on the qui vive. At back, the Club is very strong, and it will be surprising if the College scores any goals. Tonkin has proved a very able successor to McCubbin. The College have a fast side, and may be depended upon to make the Club go all the way to win.

GYMKHANA ENTRIES.

The following are the entries for first Gymkhana on Saturday, March 20th. It will be seen that they number 125, which easily constitutes a record and should ensure good fields and good racing.

1st Race—Half Mile.—St. Chad, Moonshine, Wakeford, Tredgar, Orion, Willie, Someman, El Dorado, Pawnshop, Buzz off, Pussyfoot, Sandmartin, Surprise and Dunford.

2nd Race—Gymkhana Stakes.—Saver-nake, Beggar King, Pink Eye, Pantile (late Dunmore Dahlia), Malcolm, Siam, Burning Daylight, Season Ticket, Siamese Cat, Spotted Sand, Rowdy Child, Brutus, Attraction (late Attraction Dahlia), Ihu Kebb and Purty Dahlia.

3rd and 5th Race—Class Handicaps.—Saver-nake, St. Chad, Iselman, Moonshine, Scotia Dahlia, Sepand (Sumatra Chief), Orion, Supper Dance, Salamander, Willie, Someman, Pantile (late Dunmore Dahlia), Target, Sinza, El Dorado, Malcolm, Pawnshop, Holburn, Burning Daylight, Alexander, Rowdy Child, Pussyfoot, Brutus, Wee Mouse, Ihu Kebb, Attraction (late Attraction Dahlia), Sandmartin, Blackbird Dahlia, Algerian Chief, Louia, Gilbertine (late Albion Dahlia), Purty Dahlia, Rebate, Dunford and Wilkins Micawber.

4th Race—Bending Race.—Mr. J. H. Oungdon, Major C. A. Law, Mr. C. H. Blason, Mr. J. P. Jones, Mr. W. J. Morrison, Hon. Mr. John Johnstone, Mr. F. M. L. Soares, Mr. John Bell Irving, Mr. S. E. Grimstone, Major A. W. Timmis, Mr. T. W. Doyle, Captain P. L. Beaver, M.C., Captain R. C. Sturgess, R.M.L.I., Lieut. C. Sargeant, Lieut. A. D. Welford, Lieut. A. J. Samut, Lieut. Peacock, Mr. L. N. Lee, Mr. R. J. Paterson and Lieut. J. M. Dodginton.

5th Race—1 Mile.—Moonshine, Tredgar, Ludlow, Orion, Gordie Mac, Someman, Target, Sinza, Pawnshop, Cannon, Holburn, Pussyfoot, Brutus, Wee Mouse, but I think I was that fight.

ALLEGED SMUGGLING MONEY OUT OF THE COLONY.

AN INTERESTING CASE.

The Secretary of a Chinese steamship company was charged at the Magistracy yesterday, with attempting to export out of the Colony \$140 in subsidiary coins.

Mr. D. H. Blake appeared for the defence. A Chinese constable stated that at 5.45 a.m. on March 10th, he visited a Shokai junk, accompanied by Sergeant Lane, for the express purpose of arresting smugglers of subsidiary coins. He went to the accountant's department and ordered the safe to be opened. He discovered a quantity of subsidiary coins and arrested the accountant who stated that the money belonged to his company and that defendant was responsible. No objection, whatever, was offered to the opening of the safe.

Sergeant Lane stated that the coins amounted to \$140.50.

Mr. Blake stated that defendant was the Secretary of the Company, and he was charged, not the Company. He raised that point as his client was not the proper person to have been charged. The junk, in question, ran regularly between Shokai and Hongkong, carrying goods and passengers. It arrived in Hongkong at 6 p.m. on March 9th with a cargo and some of the consignees did not pay the freight charges that night. They paid the next morning, and he would bring evidence to prove that two men paid sums of \$51 and \$45 respectively, in subsidiary coins early the next morning. The comprador had intended, as was the custom, to hand over the money at the office before he sailed. At the present time, subsidiary coins were at a discount in China and, therefore, there was no particular point in exporting the coins.

Mr. Smith: It seems to me that this money is going out of the Colony. One cannot charge a local company with the crime. It does not matter where the money came from. It was there locked up in a safe.

Defendant stated that there was no intention whatever of taking the money out of the Colony.

Mr. Smith: I feel that the money was going out of the Colony.

Mr. Blake: It is only a technical offence. The junk is only a trader.

Mr. Smith remarked that it was the regular traders whom the Police had to watch. They were the people who took thousands of dollars worth of subsidiary coins from the Colony and the Government wished to stop it.

Evidence was produced that two large sums of money in subsidiary coins had been paid over.

Mr. Smith discharged defendant and ordered the money to be returned to the Company.

BOXING TOURNAMENT "OFF."

IRON BUX ON THE RECENT FIGHT.

The much-discussed fight between Jack Mason, of the "Hawkins," middleweight champion of the Colony, and Iron Bux, which it was thought possible would take place on March 10th, is now off. Bux left for Manila yesterday on the Yuen Sang, the Boxing Association having been unable to give him a definite reply as to whether they could arrange a tournament or no. He leaves Manila for Australia on March 27th on the Tanyo Maru. He is under contract to meet Tommy Uren, the present welterweight champion of Australia, as well as four other good welters.

Seen by a reporter of the Daily Press just before he left, Bux said: "Kerrison I found to be a good man, better than I thought, but I believe I beat him fairly and squarely and ought to have been given the decision. I was unmarked at the end of the fifteenth round, while Kerrison still bears marks of the punishment I gave him. My friends here told me that if I was going to win, I had to knock Kerrison out; that I would never win on points. Anyway, I learn one thing and that is never to expect too much in Hongkong. I wish Kerrison would come to Manila, to fight me. Yes, Kerrison's a good man, one of the best I have fought, but I think I was that fight."

CHINESE Y.W.C.A. IN HONGKONG.

INAGURAL MEETING.

INTERESTING ADDRESSES: SCORES OF GREETINGS.

The inaugural meeting of the Chinese Young Women's Christian Association was held yesterday evening at 59, Canton Road, which has been rented for the purpose of housing the organization. A suitable permanent accommodation is found elsewhere. The place was neatly arranged for the occasion and presented an attractive appearance. A large gathering of Chinese ladies evinced a keen interest in the proceedings. Mrs. Ma Ying Pin, the first President of the Association, presided, and with her were associated Mrs. D. MacGillivray, (representing the National Committee), Miss N. E. Elliott, Miss Lee, Miss Shin, Miss Si and Dr. T. P. Woo.

After a hymn and prayer, Mrs. Ma extended a hearty welcome to all and said that she was very pleased to discover the interest evinced by her own people in such an association. The object of the Association was to look after Chinese women in the Colony and help them to develop character and to make their lives better and nobler. It would look after the moral, physical and mental well-being of the young women of the country and she hoped that every girl and woman would become a member and work for the benefit of the Chinese women in all lands.

Mrs. D. MacGillivray, in an address, said that she regretted she was unable to speak to them in Cantonese. She had been over twenty-two years in China and, although she was unable to speak some of the dialects, she was unable to speak Cantonese. She also regretted that a Chinese member of the National Committee at Shanghai had been unable to come in her place. It was due to the fact that they were busy and some of them had to look after their young children. She was glad to come because Hongkong was such a beautiful place and because the Canadians thought so much of the local Y.W.C.A. The Canadians were glad to be able to send two Secretaries to help them. Although a great ocean divided Canada and Hongkong, yet they were bound together in love and sympathy. England and America were the same. They were all one, working for one noble object and they were, therefore, linked together. The National Committee, which she represented, was composed of foreign and Chinese women, and that Committee stood in the position of a mother. The Committee had sent them their love and greetings, and their thoughts were with them that day. The local Association was the Committee's youngest child and they knew it would grow and become strong. The Committee would watch it grow up and would feel proud of it. The Committee was the Headquarters in China, but the members were women like themselves, many of them mothers, with daughters. They loved all women and daughters. There were similar Associations in Canton, Foochow, Shanghai, Tientsin, Peking and Shanghai. They were a branch of the world's organization and they should all work together for the uplift of womanhood. The new branch should not be impatient to grow up. They should grow slowly and grow strong by prayer and service. They must try to become better mothers, better daughters, better sisters, better Christians. All the work would not be done within these walls, but in the churches, the schools and the homes. Their motto should be "I serve." They must try to make everyone happy. They must give the Association of their best, and then only would they be able to progress with the work they had undertaken to do.

Dr. T. W. Pearce spoke of the work of the Y.M.C.A. and what it had done for the young men of China. He hoped that the Y.W.C.A. would help the young women of China to be a living force for the good of their land. Greetings were sent the new Association by the Canadian National Council of the Y.W.C.A.; the London Mission; St. Stephen's Church, China Congregational Church, Hongkong Baptist Church, Canton Y.W.C.A., Sincere Co., Chinese Mutual Benefit Society, the local Y.M.C.A., Rhenish Mission Church, and the Hongshan Christian Association.

An announcement was made that Sir Robert Ho Tung had subscribed \$500 and Mrs. M. K. Lo \$100 to the Association; also that the furniture for the new hall had been generously given. The students of St. Paul's Girls' School delighted these present by the rendering of "Whispering Hope," after which Dr. T. P. Woo, in a short address, welcomed

(Continued at foot of next column.)

ACCIDENT TO A FRENCH STEAMER.

The news was received yesterday that the French steamer *Commandant Mages*, 4,278 tons, Capt. Gulland, struck a rock near Lia-Tin. The exact amount of damage done to the vessel is not yet known.

The *Takoon* left yesterday for the scene of the mishap. The *Commandant Mages* left Hongkong on Thursday afternoon with a general cargo for Marseilles. She carried no passengers.

Presumably the accident was due to the thick fog which has prevailed in the vicinity of Hongkong during the past few days.

EXCESS ELECTRIC LIGHTS.

"BON TON" FIRM FINED.

At the Magistracy, yesterday, Mr. A. H. Crew appeared on behalf of the "Bon Ton" firm which was charged with putting in excess electric lights in the premises without permission. Mr. Crew pleaded that the offence was a technical one and that really the contractor was to blame. The work of putting up the lights had been entrusted to a contractor and it was his duty to get the necessary permission. His client was moving into new premises and extra lights were necessary.

Mr. G. H. Bannerman, of the Hongkong Electric Company, stated that 41 lights had been put up, 33 on the first floor and nine on the ground floor. There were over 50 persons working in the premises, and he did not know what material the wires were made of, but they were very flexible and dangerous. This kind of wiring was not allowed to be used in contact with iron. If the Company had only applied for permission it would have been granted, subject to the Company's approval of the work.

Mr. Smith fined defendant \$50.

EUROPEAN LADY'S HANDBAG STOLEN.

Mrs. Stone of the Kowloon Docks, was the victim of a daring attack by a Chinese on Wednesday night in Kowloon. Mrs. Stone was walking alone in the direction of Hungghom and when nearing the premises of the China Eight and Power Co., a man came up behind her and snatched a leather bag she was carrying. So much force was used that the strap was broken. The bag, which contained \$40, was taken by the robber, who ran off in the direction of Yaumati.

ALLEGED POSSESSION OF LOTTERY TICKETS.

Mr. Leo d'Almeida appeared at the Magistracy, yesterday, on behalf of a Chinese, charged with being in unlawful possession of a number of Po Pin lottery tickets. The man was arrested in a house which the Police raided for the specific purpose of searching for these tickets. The case was remanded, bail being fixed at \$150.

ALLEGED HARBOURING A GIRL.

At the Magistracy, yesterday, Mr. E. J. Grist appeared to watch proceedings in a case in which a respectable Chinese youth stands charged with harbouring an unmarried Chinese girl, without the consent of her parents. The defendant and the complainant, who is the father of the girl, are both employed as stewards. The case was remanded for a week, bail being fixed at \$1,000.

The new Association. He said that he was glad that such an organization had been inaugurated as it would prove of immense benefit to the young women of the Colony. China in the past had looked down on her women and had not allowed them to take any part whatever in the social movements of the country. To-day, however, modern education had brought in progress and development, and the men were beginning to realize that the women were of assistance in the welfare of a nation. The position of women had grown wonderfully and they were now being looked upon as the equal of men. Women were proving themselves just as capable as men. The Y.W.C.A. in Hongkong had a great future before it. It had undertaken a work of the utmost importance, and he hoped it would extend its activities in the future. He would have a girls' hostel where women, coming from other parts of China could stay, instead of having to go to hotels. He wished the institution all success.

Miss Estroff traced the development of the Association, the principal function of which, she said, would be to develop character. They hoped to have a hostel in the future, and also to commence work among the factory girls. They expected the Chinese to help them by giving advice without their co-operation the Association would not be able to extend its activities. Tea and music were next provided, after which the meeting terminated with the singing of the National Anthem.

CADBURY'S CHOCOLATES

KING GEORGE	1 lb tin	\$1.00 per tin
IMPERIAL	1 lb tin	0.50
TROPICAL	1 lb tin	1.00
(Hermetically Sealed)		0.50
CHOCOLATE BISCUITS		0.80
(Bourneville Mixture)		1.00
CHOCOLATE JORDAN ALMONDS		0.80
CHOCOLATE NEAPOLITANS		0.30 per pkt.

AND

HUNTLEY & PALMER'S BISCUITS

AT GREATLY REDUCED PRICES.

CAFE NOIR	SPONGE RUSKS	BREAKFAST
OATEN	FRUIT	RURAL
WHEATMEAL	GARIBALDI	GINGER-BREAD
RUSKS	COLONIAL	TEA RUSKS
GINGERNUTS	OSBORNE	OVAL WATER
PETIT BEURRE	NICE	WAFERS

LANE, CRAWFORD & CO.

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.,

HOTEL MANSIONS,

TOP FLOOR,

HONGKONG.

NEW MUSIC ALBUMS VIOLIN PIECES

PIANO PIECES

SONGS

THE WHOLE WORLD SINGS

VIOLINIST'S BOOK OF SONGS ETC., ETC.

The Anderson Music Co., Ltd.

16, Des Voeux Road.

Tel. 1322.

Powell Ltd.

TELEPHONE 346

GENTLEMEN'S HIGH-CLASS OUTFITTERS.

SEASONABLE UNDERWEAR



Our Underwear is very carefully selected, the special weaves are not only porous and consequently cool, but absorbent, thus preventing chills. Call and inspect our samples or we shall be pleased to send them on approval.

NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the Members of the Club will be held at the Office of Messrs JARINE MATTHESON & COMPANY, LTD., Des Voeux Road Central, Hongkong on the 23rd of March, 1920, at 5.15 P.M., to consider the financial position of the Club and other matters as detailed in the notice posted in the Club premises at Happy Valley, Fanling and Deep Water Bay.

NOTICE IS ALSO HEREBY GIVEN that at the same time and place certain Resolutions as detailed in the notices posted at the Club premises at Happy Valley, Fanling and Deep Water Bay will be proposed as Extraordinary Resolutions. Second the, or some of them be passed they will be submitted for confirmation as special Resolutions to a further Extraordinary General Meeting which will be subsequently convened.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hongkong, March 12th, 1920. [561]

TRADE AND SHIPPING RETURNS FOR THE YEAR 1919

COMPILED by the Statistical Branch of the Imports and Exports Department, containing full particulars of Imports from and Exports to every country for the whole of the year 1919 showing the total quantity and value in sterling for each commodity. The total of each serial number for 1918 and 1919 are printed in parallel columns for purposes of comparison. There are altogether 640 headings under which the Imports and Exports are classified, and there is an Index of these headings and of various minor articles of trade not considered sufficiently important to justify a separate classification. In addition to the above a book contains six summaries, a statement of Transshipment Cargo on Through Bills of Lading, particulars of Raw Silk Exports, and Shipping Returns for 1919. 880 PAGES. Price 8/3 Post Free.

NORONHA & COMPANY,
11A, Des Voeux Road Central, Hongkong.
[562]

HOLTE WHARF, KOWLOON.

Lot No. 18128, stored on the 31/3/15 in the name of B. J. KAPLAN.

8 Rolls Wire.

E. J. K. 1/25. 26 Packages Hardware.

NOTICE IS HEREBY GIVEN that unless the above cargo is claimed within one month, it will be sold to cover Charges for Storage, Coolie Hire, Repairs, etc.

BUTTERFIELD & SWIRE,
Agents.
[563]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TEENKAI"

From NEW YORK via SUEZ.

are hereby notified that the Cargo will be discharged into Holte's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Mar. 12th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.15 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after Mar. 18th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before April 1st, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 12th, 1920. [564]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"JASON"

are hereby notified that the Cargo will be discharged into Holte's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Mar. 12th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.15 a.m. and Noon within the free storage period.

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All Claims against the Steamer must be presented to the undersigned on or before April 1st, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 12th, 1920. [565]

PUBLISHED TO-DAY

HONGKONG WEEKLY

PRESS.

CONTAINING ALL THE WEEK'S

LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

SOCIETY OF ST. GEORGE, HONGKONG.

THE ANNUAL GENERAL MEETING of the Society will be held in the CITY HALL at 5.30 P.M., MONDAY, MARCH 15th.

For the following purposes—

- To receive the report of the Committee and Statement of Accounts for the past year.
- To elect the Officers and Committee for the ensuing year.
- To consider the manner in which next St. George's Day shall be celebrated.
- To transact any other business of which due notice has been given.

All Members are requested to attend.
JOHN BENTLEY,
Hon. Secretary.
Hongkong, March 3rd, 1920. [524]

THE HONGKONG ELECTRIC CO., LIMITED.

THE Consumers of the Company will be notified individually if their FANS are not suitable for the current supplied during next Summer and they are requested to take no notice of advertisements to the contrary issued by any other persons than the HONGKONG ELECTRIC CO., LTD.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, March 9th, 1920. [548]

G. B. 1920-21.

SEALED TENDERS will be received at the R.N. Hospital until 10 A.M. on MARCH 20th, 1920, from persons desirous of supplying Beef, Mutton, Fowls, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice, and other provisions, and necessaries for the year ending 31st March, 1921.

Printed Forms of Tender and particulars can be obtained at the R.N. Hospital.

The right to reject the lowest or any Tender is reserved.

C. R. WOODWRIGHT,
Surgeon, Captain, R.N.
R.N. Hospital,
Hongkong, March 11th, 1920. [556]

NOTICE.

TENDERS are invited for the purchase of the wreck of the S.S. "ATOKU MARU" stranded 140 miles east of Formosa. For full particulars apply to the undersigned.

GILMAN & CO., LTD.,
Lloyd's Agents.
[549]

WANTED.

LADY and GENTLEMAN travelling to England per s.s. "KITAKO MARU" sailing from Hongkong 13th ult. next, desire help with three Children. Terms by arrangement.

Reply—
Box 531,
Care of "Daily Press" Office.
[551]

FOR SALE.

TWO REISS & MORCOM TRIPEE EXPANSION 400 H.P. ENGINES, direct coupled to 330 K.W. Direct Current Generator or 75 cycle Alternator, complete with three Boilers, Condensing Plant and Economiser. Full Specification can be obtained at the Office of the HONGKONG ELECTRIC CO., LTD., St. George's Buildings.

The Plant may be inspected at the Company's Works at North Point by arrangement with the Office.

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FOR SALE.

ONE SULZER DIESEL ENGINE 200 H.P. direct coupled to a 200 K.W. Alternator. Full Specification can be obtained at the Office of the HONGKONG ELECTRIC CO., LTD., St. George's Buildings.

The Plant can be inspected at the Company's Works, Wing Fung Street, Wanchai. The Company are prepared to accept an offer for the Engine without the Alternator.

[558]

A COMPLETE AERATED WATER PLANT FOR SALE.

THE MACHINES are made by Messrs. BEATTY & HUGHES, LTD., Manchester, and guaranteed in perfect working order. This complete plant will treat out 4,000 down Aerated Water daily.

K. HONG SING HONG LTD.,
P.O. Box 324,
Hongkong.
[487]

FOR SALE.

3 ROOMED BUNGALOW on Peak with good Garden and (Three Tennis Courts. Apply to—
Box No. 541,
Care of "Daily Press" Office.
[541]

TO LET.

A SHOP in Nathan Road, Kowloon. Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
[566]

REPULSE BAY HOTEL.

SATURDAY, MARCH 13th.

TEA DANCING FROM 4 P.M. TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, MARCH 14th.

Orchestral Concerts during Tiffin and afternoon Tea.

[510]

INTIMATIONS

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at St. George's Buildings, Chater Road, Victoria, on THURSDAY, MARCH 18th, 1920, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the report of the General Managers for the year ending 31st December, 1919, and electing a Consulting Committee and Auditors.

The TRANSFER BOOK of the Company will be CLOSED from SATURDAY, MARCH 13th, 1920, until THURSDAY, MARCH 18th, 1920, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, March 8th, 1920. [543]

THE GREEN ISLAND CEMENT CO., LIMITED.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on SATURDAY, the 10th day of MARCH, 1920, at 11.30 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1919 and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, MARCH 11th, 1920 until SATURDAY, MARCH 13th, 1920, both days inclusive.

By Order of the BOARD OF DIRECTORS.
Hongkong, March 8th, 1920. [533]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE FORTY-SECOND ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Office of the General Agents, Pedder's Street, on WEDNESDAY, MARCH 24th, at 11.30 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 14th March, both days inclusive.

JARINE MATTHESON & Co., Ltd.,
General Agents.
Hongkong, March 8th, 1920. [531]

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings, No. 8, Cornhill Road, on SATURDAY, MARCH 27th, 1920, at 11 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1919, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, MARCH 20th, 1920, until SATURDAY, MARCH 27th, 1920, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
[548]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the undersigned at No. 11, T. ENDAY, MARCH 30th.

The TRANSFER BOOKS of the Company will be CLOSED from March 16th to March 30th, both days inclusive.

JARINE MATTHESON & Co., Ltd.,
General Managers.
Hongkong, March 11th, 1920. [549]

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the COMPANIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 16th MARCH, 1920, to WEDNESDAY, 17th MARCH, 1920, both days inclusive.

By Order of the Board of Directors,
W. E. ROBERTS,
Secretary.
Hongkong, 8th March, 1920. [545]

NOTICE.

NATIONAL LOANS OF 350 AND 475 YEAR OF THE REPUBLIC.

SUBSCRIBERS to the above LOANS are hereby notified that arrangements have been made to proceed with their redemption by a second drawing of the Fourth Year Loan and a third drawing of the Third Year Loan. The date of the drawings and of payment will be announced by the Ministry of Finance.

F. A. AGLEN,
Inspector General of Customs,
Inspectorate General of Customs,
Peking, March 1st, 1920. [541]

FRENCH LOAN 1920.

ISSUED at par in Bonds of Fcs. 100, and redeemable at Fcs. 110 for each Bond within Sixty years by Half-yearly Drawings, beginning 1920. Bonds exempt from taxes. Interest payable twice yearly, on May 1st and November 1st.

Subscriptions accepted till MARCH 15th, by the

RUSSO-ASIATIC BANK,
R. RODGERS,
Manager.
[486]

INTIMATION

WATSON'S

E

WHISKY

maintains the same

HIGH quality TO-DAY

as BEFORE and during

the War.

Per Case including duty.

\$29.00

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

Tel. No. 618

Hongkong Office: 10A, Des Voeux Road, C.

London Office: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, March 13th, 1920.

PREPARING FOR WAR.

America's naval construction programme, of which some particulars have been given in our cables this week, is not the least astonishing of the many unexpected developments which have followed upon the war. It will not have been forgotten that in the enumeration of America's war aims President Wilson gave to "adequate guarantees for the reduction of national armaments" fourth place in his famous list of 14 points.

Yet, since the war officially came to an end, we have seen compulsory military service officially advocated in the United States, and very nearly adopted by the Legislature, and now we have America's Secretary of State for the Navy urging that the United States should go on spending money on naval construction in order that the may possess the biggest Navy in the world. What can it portend but another mad race for armaments among those nations of the world whose financial resources can be strained to admit of participation?

Great Britain and Japan, as well as the United States, are also still spending heavily on naval construction. Mr. Daniels makes the building that is going on in Britain and Japan the excuse for his own programme, and his determination that the United States if she does not join the League of Nations shall have "the greatest Navy of all."

The mantle of WILHELM OF HOUZOLZEN has evidently fallen upon the shoulders of Mr. JOSEPHUS DANIELS. The same arguments that the ex-Kaiser employed to develop the German mercantile marine and the German Navy are employed now by the United States Navy Minister. Mr. DANIELS is not only working to obtain for America the greatest navy in the world, but he is also a strong supporter of the plan of the American Chambers of Commerce that

"Now or never is the time for America to possess the world's greatest mercantile marine." He has recently declared "the building up of the American fleet to be vital, first, because it is an indispensable arm of the naval service in war time; secondly, it is a training school for seamen; and thirdly it enables the United States to take its proper place among the nations of the world in diplomatic and trade relations. Which are just the old German arguments over again."

Be it observed that Mr. DANIELS is asking the people of the United States to prepare, not for a time of peace, but for a time of war. We seem a long way off yet from the day when "the common sense of most shall hold a fretful world in awe"; but it is a hopeful sign that this great object may some day be achieved when we see the stress which is laid by the Supreme Council of the allied nations in their latest "Memorandum on the economic situation, on the necessity for reducing armaments to the lowest possible figure compatible with national security."

The trouble is that each nation claims to be its own judge of what is compatible with its national security, and, for the moment, America's reluctance to give its whole-hearted support to a League of Nations, designed to afford guarantees of political and territorial independence for all States, does not make for the dissipation of international jealousies and suspicions which directly encourage the inflation of armaments.

One case (one death) of cerebro-spinal fever was reported in the Colony on Thursday.

Exchange fell yesterday to 4s. 10d. on demand. This represents a fall of 10d. since the first day of the month.

The thick fog which has prevailed during the past few days appears to have been responsible for the detention of several vessels outside the harbour, and brings into prominence once more the need of fog signals.

An interesting lecture on "War Flying" will be given at 8 p.m. to-day at the Chinese Y.M.C.A. by Lieut. W. H. Heinrichs, who was among the first batch of American aviators to go to France during the war. The lecture will be illustrated by lantern slides, prepared from photographs which the lecturer took during his nine months of flying over the Allied and German lines in France. The general public are cordially invited to the lecture.

We learn from our Chinese contemporary, the Peking Daily News, that no efforts have been spared by the Chambers of Commerce in the provinces to encourage home industries, and there are now plenty of home products on the market.

Factories of various kinds have been established for the manufacture of goods hitherto imported from Japan, and elsewhere, and in most cases they have been crowned with success. Ambitious schemes have been suggested by the Chambers of Commerce everywhere, which have been co-operating with Industrial Bureaux established by the Ministry. The Minister of Agriculture and Commerce has submitted a memorial to the President reporting the progress of industry in the country, and requesting that decorations be given to the officers of 14 Chambers of Commerce in Chahar (sic) and other provinces.

The Pioneer says the adventures of Lt. Col. F. M. Bailey in Central Asia constitute one of the romances of the Indian political service. Colonel Bailey, while on a mission in Turkistan, was captured by the Bolsheviks. He managed, however, to escape and with magnificent audacity he succeeded in persuading the Bolshevik authorities that he was an Austrian prisoner of war who had lived in the United States, where he had acquired a knowledge of English. As a result, he was actually given a post in the Bolshevik secret service and entrusted with the task of discovering British agents in Bokhara. This afforded him another opportunity of escaping and, with some others, he rode across the desert into Persia. During this adventurous journey of three weeks the party were fired upon but successfully retailed. Col. Bailey recently arrived in Delhi.

At the annual meeting of the Perak branch of the Federated Malay Chamber of Commerce, Mr. F. S. Physick, who presided, said that the trade of Perak in 1919 was good and profitable. The value of the exports was \$134,942,832 and imports \$43,880,810, an increase of 30 per cent. over 1918 and of 70 per cent. over the pre-war year 1913. The general tone of the bazaar was healthy and there were no important failures. During the first half of 1919 the markets were nervous and uncertain, but with increased shipping facilities trade quickly revived. Mr. Physick defended the free trade policy as recommended by the conference of the Malayan Chambers, but he denied that there was any question of pandering to the German. He was opposed to anti-dumping legislation mainly on the ground of the detailed and inquisitorial inspection by the Customs.

CORRESPONDENCE

MR. H. R. WELLS AND CHINESE CHILD SLAVERY

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR,—Mr. Wells, under the aegis of the Church of England Men's Society, has again brought up the question of Chinese child slavery. He has not hesitated to use for his purpose a good deal of "Our flag and freedom" talk. If he really loved freedom as much as his address implies he would say in the words (parodied) of a well-known Archbishop:—

"Better China prostituted than China inspected." His compulsory and "compelling" read as rather a bit of a mix when sandwiched in with his talk of freedom and the diatribe against slavery. Scarcely anything leads to so much real misery and virtual slavery as "inspection," and, one might add, does so little real good; and when this inspection is imposed by a Government, however sympathetic, on an alien people all these evils must be increased. Yet Mr. Wells is not satisfied with applying inspection to what he calls "slave girls" but, "such inspection should be extended much further, and should cover the adopted daughter type of girl, known to the Chinese as *young nias*." And this under the flag of freedom and in the 20th century!

The first part of Mr. Wells' address is taken up not with slavery but with female infanticide. "Very great numbers of girl babies are destroyed annually in this province and probably still greater numbers in the whole of China." Notwithstanding this statement, there seems to be great doubt as to the truth of female infanticide in China. I have heard very trustworthy Chinese state that they never knew of an actual case.

I do not wish to be unduly hard on the veracity of the "Chinese woman" quoted by Mr. Wells. But many of these so-called "Christian Chinese" have an axe to grind; they often "hedge" until they discover what the missionary wants them to say. On the whole we do not think them the best witnesses. Many people feel that when dealing with the Chinese they prefer the "heathen" to the Christian Chinaman, whether as servant or witness.

Be this as it may, the question of female infanticide in China seems largely a question of "give a dog a bad name"; actual facts and evidence are almost impossible to obtain.

When Mr. Wells comes to deal with child slavery he differentiates a number of classes of subordination and adoption, all of which seem to be summed up under the term "slavery."

Mr. Wells must know very well that none of these is analogous to the "slavery" which is rightly condemned by us in England. All the forms mentioned by Mr. Wells are radically different from the seizure of West African negroes to work under the lash in West Indian sugar plantations. It is only confusing matters to class them under the same name.

In the discussion Mr. Wells admitted that he thought "a large proportion of slavery to-day was due to the desire of obtaining labour cheaply." His own evidence would go to show that it was more closely connected with the Chinese marriage customs, their system of adoption and ancestor-worship. Mr. Wells may want to change this but he doubtless realises that few people like their marriage customs and the foundations of their social life interfered with. On this respect we have never been able to get our own house set in order. Our own marriage laws have been again and again described as social slavery and tyranny.

The present marriage law is an inheritance from a simple age, and is supported, in the main, by unreasoning fears and by contempt for all that is delicate and difficult in the life of the mind. Owing to the law, large numbers of men and women are condemned, so far as their ostensible relations are concerned, to the society of an utterly unconsensual companion, with all the embittering consciousness that escape is practically impossible. In these circumstances happier relations with others are often sought, but they have to be clandestine, without a common life, and without children.

By forcing many to separate love from children and a common life, the law cramps their lives, prevents them from reaching the full measure of their possible development, and inflicts a wholly unnecessary torture upon those who are not content to become frivolous. This is the verdict of one of the greatest of living writers. Would it not be better for Mr. Wells to start by trying to pull the beam out of his own country's eye rather than the mote from China's?

A solid mass of reactionary prejudice, the bishops in the House of Lords have stood in the way of every reform from the Deceased Wife's Sister's Bill to the Divorce Laws. Would it not be better for the Church of England Men's Society to influence opinion to get rid of them instead of pressing for interference in the social and religious life of a people differing immensely from ourselves and only very imperfectly understood even by the best of us—Yours, etc.,

A. H. C.

March 11th, 1920.

It is estimated that the recent Bombay mill strike meant a loss in production of over 63 crores worth of cloth and two crores worth of yarn. The strikers are estimated to have lost in wages something like 30 lakhs of rupees.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

AMERICA AND THE PEACE TREATY.

NEW COMPROMISE RESERVATIONS.

WASHINGTON, March 8th.

Efforts are now being made to pass certain compromise reservations to the Peace Treaty, including a revised reservation to Article 10 whereby military forces and other specific agencies would be named as the means which the United States would decline to use in order to preserve the integrity of the other members of the League.

Senator Knox is introducing a new reservation designed to prevent further extension of credit to foreign Governments without the approval of Congress.

The reservation declaring that the Reparations Commission must not interfere in the trade between the United States and Germany without the consent of the former has been re-adopted by a vote of 22.

BRAZIL PROTESTS AGAINST AMERICAN IMPERIALISM.

RIO DE JANEIRO, March 7th.

Commenting on the United States Senate's approval of the reservations regarding the Monroe Doctrine the *Pais* protests against what it describes as an attempt on the sovereignty of Latin America, and says that it upholds Pan-Americanism based equally on all American States; and, if American democracy does not repudiate the intolerable Imperialist Pan-Americanism of Senator Lodge, Brazil and South America must resort to Latin alliances as a legitimate measure of political defence and seek support outside the American Continent.

NEW CABLE TO BOMBAY.

TO BE IN WORKING ORDER SOON.

LONDON, March 8th.

The Eastern Extension Australasia and China Telegraph Co., Ltd., anticipate that the new cable to Bombay will be completed by May and will be in working order before the monsoon.

JAPANESE SQUADRON.

ARRIVAL AT TOULON.

TOULON, March 8th.

The Japanese Squadron, under Admiral Horiuchi, has arrived here from Malta.

ANOTHER STRIKE AT BOMBAY.

MOVEMENT LIKELY TO SPREAD.

BOMBAY, March 2nd.

Several thousand cotton-mill workers have come out on strike owing to the non-payment of wages to the previous strikers, workers not sympathising with the strike being stoned. Extension of the trouble is feared.

AMERICAN NAVAL DECORATIONS.

SENATE COMMITTEE'S MAJORITY REPORT.

WASHINGTON, March 7th.

The Majority Report of the Senate Committee on war decorations for American naval officers upholds Admiral Sims' contention that Mr. Daniels' policy in decorating officers who lost ships would be detrimental to the interests of the Navy, but all reports agree that no permanent harm has been done to the morale of the Navy.

FOR NEEDY EUROPEAN COUNTRIES.

WHEAT INSTEAD OF MONEY FROM AMERICA.

WASHINGTON, March 7th.

The Ways and Means Committee of the House of Representatives has passed a resolution authorising the Government Grain Corporation to sell five-million bushels of wheat to needy European countries on credit. The wheat will be offered as a substitute for the Treasury Department's proposal to lend \$50,000,000 to Austria, Poland and Armenia.

COTTON SUBSIDY WANTED.

Reuter now informs us that the cotton deputation which Mr. Lloyd George has consented to receive (referred to in a telegram which appeared in our yesterday's issue) would plead for a larger subsidy than £10,000—and not £10,000,000—which the Government offered annually for five years.

EARLIER CABLES.

AN APPEAL TO THE WORLD FROM THE RED CROSS LEAGUE.

LONDON, March 10th.

The first General Council of the League of the Red Cross Society has been concluded at Geneva. It was attended by delegates from twenty-seven countries.

At the first Conference, the Chairman stated that the object was to develop a plan for calling upon the whole world, through the Red Cross Societies, to co-operate in the immediate relief of millions of people powerless to help themselves.

Sir David Henderson, Director-General of the League, gave an account of the League's activities since its foundation, emphasising that it had relieved the needs of Poland and Czechoslovakia by supplying large quantities of medicines, food and clothes in combating a serious outbreak of typhus.

The final meeting of the League decided to take action for the repatriation of the war prisoners still in Siberia and Russia.

The contributions in aid of Polish relief included a gift valued at £27,000 from Australia.

TURKEY.

AMERICAN APPEAL TO BRITAIN AND FRANCE.

LONDON, March 8th.

As regards the occupation of Constantinople, it is pointed out that there is no danger of the British embarking upon any fresh military activities without the support of the Allies, who are discussing the measures that may be necessary to bring the Turkish Nationalists to order in Anatolia.

The latest reports from Constantinople constructively estimate the Armenians massacred at Marash at 16,000 at least and indicate that the Porte is having recourse to considerable privation in order to suppress the trouble.

Meanwhile, a number of distinguished Americans, including Cardinal Gibbons and the former Ambassador to Germany, Mr. Gerard, have telegraphed to the Times appealing to the French and British in favour of the expulsion of the Turkish Government from Constantinople and autonomy for Armenia.

THE AMERICAN NAVY.

BIG EXPENDITURE CONTEMPLATED.

LONDON, March 8th.

The *Daily News* correspondent at New York says it appears from Mr. Joseph Daniels' naval policy, firstly, that if the Treaty is rejected outright, he proposes a repetition of the three-year schedule authorised in 1916; and secondly, if the Treaty is delayed, he proposes the appropriation of £29,000,000 on sixty-nine new vessels.

The second course is considered most probable. It includes only two battleships and one battle-cruiser, despite the fact that Mr. Daniels is convinced that Dreadnoughts are the backbone of naval efficiency. This is due to the fact that under the pre-1916 programme two battleships are completing, while the 1916 programme provided ten battleships and six battle-cruisers superior to any similar vessels afloat.

AMERICA AND THE ADRIATIC.

PRESIDENT WILSON'S VIEWS.

WASHINGTON, March 7th.

President Wilson's Adriatic reply declines to agree to the withdrawal of the joint Memorandum of December 9th and reiterates that the United States does not approve of the application of the Pact of London except it is convinced that the terms thereof are intrinsically just, and consistent with the maintenance of peace and order in South Eastern Europe. If Italy and Jugo-Slavia prefer to abandon the idea of a buffer State and entrust the sovereignty of Fiume to the League of Nations without either Italian or Jugo-Slavian control, the United States is agreeable and willing to leave them to determine the Italo-Jugo Slav frontier.

REPARATIONS.

FRANCE'S FIRM ATTITUDE TOWARDS GERMANY.

PARIS, March 8th.

The French Government has requested further modifications in the Economic Memorandum dealing with the abrogation of the extension of time for payment of the German indemnities. Press commentators emphasise that reparations must precede the economic reconstruction of Germany.

FAR EASTERN CABLES.

NEWS.

(THROUGH REUTER'S AGENCY.)

CHINESE LABOUR ON BRITISH SHIPS.

LONDON, March 7th.

A deputation of the Parliamentary Committee of the Trades Union Congress and the National Sailors and Firemen's Union to the President of the Board of Trade, in regard to the employment of Chinese labour on British ships, pointed out that the number of Chinese seamen on British ships had increased from 8,192 in 1914 to 14,221 in 1915, and it is estimated that over 12,000 British seamen are unemployed at present.

The Seamen's Union urge that if ship-owners are compelled to pay the same rates to Chinese workers as to the British the number of the Chinese employed on ships would be considerably reduced.

Sir Auckland Geddes, replying, expressed surprise that the Act passed last session that no alien should be employed on a British ship at a less rate of pay than a British subject was not yet effective.

ROME-TO-TOKYO FLIGHT.

KARACHI, March 1st.

The Italian airman, Lieut. Ferrarin, participating in the Rome-to-Tokyo flight, left Bander Abbas this morning for Karachi, but was forced to return owing to engine trouble and re-started at noon for Chabbar.

JAPAN'S CONCERN AT PROGRESS OF BOLSHIEVISM.

NEW YORK, March 6th.

Arrangements for the evacuation of the Japanese from Siberia have been completed. The first detachments will be leaving Vladivostok on March 3rd.

Japan is deeply concerned at the rapid spread of Bolshevism and desires the creation of a buffer State between Japan and Soviet Russia. It is believed that this will be made one of the first considerations in the future Russo-Japanese relations.

It is reported that Semionoff and Hozumi are forming a Government under Japanese auspices. A Bolshevik rising is reported from Sakhalin and warships are steaming thither.

CANTON NEWS.

March 12th.

The fighting between the Kwangsi and the Yunnan troops in the Siwei district of the North River region, and in the West River region near Samshui, continues, while the bandits in various places, taking advantage of the unrest, are looting everywhere. The demobilised Shihing troops are said to have created disturbances, and have occupied the whole of the Sanhing district. These troops are approaching to attack Shihing, where martial law has been proclaimed.

The situation in the East River region is serious owing to the activity of bandits, and the Director of the Canton Kowloon Railway (Chinese Section) has asked for additional troops to protect the railway. Li Lieh-kwan has sent a message to the Military Government saying that he is under the orders of Tong Kai-yew, the Yunnan Tuchen, and no one else, and that he would fight to a finish. The messenger refused to say where Li Lieh-kwan is, but he went to Hongkong, and this leads many to believe that Li Lieh-kwan is also in Hongkong. The naval leaders of the 1st Squadron at a special meeting held in the Dutch Folly, decided to address a note of warning to Mok about his action against the Yunnan troops. The cruisers and gunboats of the Squadron are concentrating at Whampoa and orders have been given after the delivery of the note to the Tuchen to-day, to the officers and crews, to be ready for emergency calls. The Tuchen has replaced the guards of the Military Government by Kwangtung troops. Even the Ministers are searched by the Kwangsi troops, both going and coming from the Chamber.

The Peking Government has asked the Canton authorities to re-establish good relations between the Kwangsi and the Yunnan troops.

GERMANS RETURNING TO CANTON.

The Waichao of the Military Government, acting upon the request of the Dutch Consul, who has asked for permission to allow Germans to return to Canton, has notified the Civil Governor that Austrians and Germans are only allowed to return to China by special permission. On entering China the Austrians and the Germans must report themselves to the local authorities. It is said that those who are coming to Canton are the managers of the former German firms Carlowitz and Brockmann and some other business men.

NATIONAL SHIPYARDS.

A HEAVY LOSS.

CRITICISM OF SCHEME.

In their final report, the House of Commons Select Committee on National Expenditure review in detail the operations of the Ministry of Shipping, whose work as a whole, they find, has been performed with remarkable efficiency. The main subject of criticism in the report is the expenditure on the national shipyards, which were transferred to the Ministry in November, 1918. On this enterprise the Committee comment as follows:

The loss on the whole of these undertakings must be very heavy. Our Sub-Committee was unable to obtain any reliable estimate as to the amount likely to be required from realisations. We are of opinion that the scheme for building fabricated ships on a great scale was justifiable during the stress of war. It was stated that if the yards had been completed as finally contemplated one and a half ship per week could have been launched without difficulty, that is, seventy-eight ships of 5,500 tons each per annum, a valuable contribution to the construction of 3,100,000 tons of mercantile shipping per annum, which was aimed at in the later period of the war.

We do not consider that there was sufficient organisation or control over the expenditure, especially during the later period, immediately preceding the armistice, and in some details the scheme was displayed in its conception, and as the work progressed the idea to proceed rapidly regardless of cost prevailed. In reviewing the actions of those responsible for the national shipyards and those engaged in the direction and management, every possible allowance must be made for the difficulties of the situation which had to be given to them for the zeal and energy displayed in pushing forward the work. After giving due weight to these considerations, your Committee is of opinion that there ought to have been a more careful control of expenditure, and that the confusion in the accounts which has been revealed cannot be excused for any reasons which came under the notice of our Sub-Committee.

The total expenditure upon national shipyards was estimated in September, 1918, to be £26,120,000, including a sum of £451,533 required to complete the then existing programme, clearing up, etc. The scheme finally approved would have provided for thirty-six shipways in the three yards at Chepstow, Beachley, and Portbury, with settlement houses for workmen and a great power station.

The first fabricated ship was laid down in the Chepstow yard in October, 1918. It is stated that the shipway was not completed, and the ship was laid down prematurely. After the transfer in November, 1918, of the shipyards, together with the whole of Lord Pirrie's Department, to the general direction of the Shipping Controller, steps were taken to investigate the position, and in January it was decided to close down all work at the earliest possible date except the completion of six berths in the Chepstow yard. An accountant, with a special staff, was sent down in February to investigate the financial position. It was found that the accounts were in great confusion—the costs had not been properly allocated to the various parts of the work, no proper ledger account had been kept of the stores and materials, received and issued, and great difficulty had been experienced in tracing what had actually been ordered and to whom delivered. The state of affairs was complicated by employment of three different classes of labour—namely, military labour, prisoners of war, and civil labour, each under separate control.

A contract for the hire of accommodation at Portishead for fitting out ships was entered into for a period of five years at a rent of £21,000 per annum. There is no break clause in the lease. Considerable expenditure was incurred at Portishead in the erection of sheds and cranes. The latter are removable, and negotiations are in progress to liquidate this liability. The Committee are of opinion that the correct policy has been adopted by the Ministry of Shipping. The assets should be realised, and the Sub-Committee was informed that active negotiations are in progress for the sale of Chepstow Yard. No probable purchasers have yet appeared for the sites of Portbury and Beachley. It is possible that the latter site may be capable of development in connection with the great power station erected there.

CONGESTION AT THE PORTS.

Dealing generally with the work of the Ministry, the Committee state that the policy of the Shipping Controller since the armistice has been to restore shipping as rapidly as possible to normal commercial conditions. This policy is affected by the operations of other departments, and particularly by the Ministry of Food, the Admiralty, and the War Office. It is stated that any extension of these operations would react most unfavourably upon the freight market, and any relaxation would correspondingly facilitate the efforts of the Shipping Controller to restore shipping to normal commercial conditions. Sir Joseph Maclay stated in his evidence that one of the chief causes of delay in returning to normal conditions is the congestion at the ports, owing to which the efficiency of British shipping is reduced by at least 30 per cent. Government cargoes come piling into the principal ports and accumulating instead of rapidly passing through to numerous purchasers in different parts of the country.

Ships are delayed many days in the ports instead of discharging promptly and proceeding with their voyages. Before the war sixty million tons of imports were dealt with annually without congestion or delay; at the present time imports at the rate of forty million tons annually are being handled with difficulty.

At the time of the armistice practically the whole of the British mercantile tonnage over 200 tons carrying capacity was requisitioned and under the control of the

Ministry, and, in addition, large numbers of neutral vessels, either hired or requisitioned, and the enemy mercantile ships. The Ministry of Shipping supplied the transport required by the Admiralty and the War Office, and continues to do so. Claims for total losses of ships paid by the Ministry have amounted to £100,000,000, and claims outstanding on this account are inconsiderable.

A very large amount of neutral tonnage was requisitioned or hired, about 200,000 tons of Dutch tonnage was requisitioned and manned by British crews, in agreement with the shipping associations about one million tons of Norwegian shipping was hired, and 250,000 tons of Swedish shipping; the whole of the Greek tonnage was also hired. The rates paid for neutral tonnage were very high. Taking a "tramp" steamer of over 6,000 tons dead weight as a typical case—a British ship requisitioned under Blue Book rates received 2s. per dead ton per month; a Greek ship, 30s. per dead ton; a Swedish and Norwegian ship, 41s. 4s.; and a Dutch ship, 41s. 6d. Under 4,000 tons the revised British Blue Book rate was from 8s. to 21s. a month, according to size, the Greek rate 30s., the Danish rate 43s., and the Swedish and Norwegian rate 46s. In addition, all Belgian ships available were controlled by the Ministry of Shipping. Neutral tonnage was employed chiefly in the service of the Allies, who refunded to the Ministry all charges incurred.

Since March last the release of British ships from requisition has proceeded rapidly. The Controller retains his powers under the Defence of the Realm Act, which he exercises by licensing ships to proceed on the voyages. In this way ships are directed to proceed to the ports where cargoes for the Food Controller and other essential commodities are available. Government cargoes are still carried at Blue-Book rates. The Ministry has control of enemy prizes, and of the ships allotted, under the terms of the armistice, to the United Kingdom. Having regard to the extraordinary pressure of the conditions of the war, and the vast and complicated nature of the business which had to be transacted in the management of merchant tonnage, the Committee consider that the financial arrangements of the Ministry have been satisfactory.

When the loss of merchant tonnage became great, a scheme was entered into for the extension of shipyards, either by laying down new ships or by the extension of the shops and provision of more machinery. One hundred and fifty-three barges were approved, and £1,900,000 has been expended in free grants-in-aid to meet expenditure on extensions. The Committee consider that the sum expended was justified, and that it now represents a valuable asset in the national resources.

Construction of concrete vessels began in February, 1918, 154 barges and concrete barges being ordered. At the time of the armistice one concrete barge of 1,000 tons had been completed and 74 were under construction. At the end of July last 19 barges had been delivered and 15 launched. The total number of barges to be completed is 54 and 12 tugs. Two barges were wrecked, and two have been sunk, but are probably recoverable.

The expectations of constructing these vessels entirely with unskilled labour have not been fulfilled, and the cost has been very much higher than anticipated. It is stated that the cost of a steel barge of similar capacity would be £17,000 to £18,000. A heavy loss will be incurred. The estimated loss on this scheme shown to our sub-committee was £2,743,500. All possible care appears to have been taken to minimise this loss on account of the disposal of the yards and the concrete vessels. Some of the barges have been sold, and officers have been disposed of under a hire-purchase agreement. It is stated that those now in service are working satisfactorily for short sea traffic. Two barges and a tug present certain advantages, and can be worked economically as a unit.

The Committee are of opinion that an experiment in concrete construction was justifiable under the conditions of the winter 1917-18. The scheme, however, was conceived on a scale too great for an experiment, and the expectations as to the rate of construction and the employment of unskilled labour failed. At the time the concrete vessels were ordered the Shipping Controller was not responsible for merchant ship construction. It appears that the scheme was undertaken by the First Lord of the Admiralty and the Director of Auxiliary Shipbuilding at the instance of the Ministry of Munitions.

Fourteen fabricated ships are completed or being built. In addition, five ships of the N type were built, or are building, in shipyards. All the ships completed or building have been sold to British or foreign owners. After allowing for an estimated loss of £260,000 on the parts of three ships sold, the Ministry of Shipping estimates that there will be a total net profit of £1,300,000 on these transactions. The Committee are of opinion that the construction of fabricated ships was fully justified by the circumstances of the time when the decision was taken, and they consider that the liquidation of the scheme has been managed to the public advantage.

LORD INCHCAPE'S PURCHASES.

Two hundred standard ships have been sold to Allies and foreigners, 144 ships were sold to Allies under commitments, and 56, including 16 wooden steamers, were sold in addition to commitments entered into during the war, to replace lost ships. A number of vessels were built abroad to the order of the Ministry of Shipping.

Where Built.	No. of Vessels.	Average Cost per Ton D.V.
U.S.A.	13	45.7.10
Japan	19	44.17.8
China	3	41.0.0
Canada	44	50.10.0
Hongkong	11	33.1.0

From a statement submitted by the Ministry of Shipping, it appears that 159 ships have been sold to British owners, and 183 ships have been sold abroad, including commitments. Three steel steamers remain unsold; there will be very heavy loss on the sale of the wooden steamers, but a profit on the steel vessels. The realised profit on sales of ships to date is £233,742. Allowing for the estimated loss on seven wooden steamers, and the profit on three steel steamers unsold, the estimated net profit on the whole of the above transactions is £123,742. To this sum must be added the estimated profit of £1,300,000 on the sale of the N type ships, making an estimated profit on the sale of the ships of £1,423,742.

During the war 630 contracts were placed by the Ministry of Shipping for construction of merchant vessels. Of these 228 have been completed, twenty-two are under construction, 282 have been cancelled since the armistice. 716 contracts were placed for the construction of machinery of these 228 contracts have been cancelled since the armistice. In respect of these contracts ninety-seven claims for compensation have been received amounting to £300,000; forty-nine of these claims have been liquidated at a cost to the Department of £31,500.

Discussing the arrangement under which the Ministry disposed of large numbers of ships to Lord Inchcape, the Committee state that the Ministry found that ships were becoming difficult to sell, it was decided to offer to cancel the contracts for vessels building on repayment by the shipbuilders of sums paid to them on account. A number of contracts were so disposed of, but a large number of them were left on the hands of the Ministry.

In February last 100 ships of 8,000 tons and upwards were offered to Lord Inchcape and one or two others associated with him. Lord Inchcape took over the contracts of these ships from the Ministry, accepting the condition that he should pay the actual cost price, and that he should offer them to the British shipowners who had lost ships in proportion to their losses, and sell them without making a profit himself. On the other hand, if they were sold at a loss, he should bear the loss. The amount payable by Lord Inchcape to the Ministry was £3,604,000, which has been paid, and it is understood that all the ships under this agreement have been sold to British owners as agreed in the contracts. In April there was a second agreement dealing with ships building of 2,000 tons to 8,000 tons on exactly the same terms. In this way all the ships building in the United Kingdom to the order of the Ministry of 9,000 tons and upwards were disposed of, and instalments paid on the building contracts were repaid to the Ministry.

There was a third agreement with Lord Inchcape, which dealt with forty steamships built and running which the Ministry had not been able to dispose of. After discussion Lord Inchcape took these ships over at £25 a ton, less 7 per cent. per annum depreciation. The British-built ships comprised in this transaction appear to have realised considerable profits. A typical case is that of a steamer which cost £143,812, and sold under the agreement for £250,000, less 7 per cent. depreciation, at the date of handing over. On the other hand, a number of expensive foreign-built ships were included in this sale of these one steamer cost £164,458, and was sold for £250,000, and another foreign-built ship cost £201,250 and was sold at £274,000. There was a loss of approximately one million pounds on the third agreement, but it should be observed that Lord Inchcape, under the terms of agreement, undertook to sell these ships to British shipowners; if any profit were made on the sale it was to be divided pro rata among the British purchasers of the lost ships, and Lord Inchcape was to make no profit of any kind. The result of the sales of the third agreement is not yet known.

The Committee are of opinion that the course adopted by the Controller was justified, and that by the action he took Lord Inchcape rendered valuable service to the State.

It is added that very large sums are estimated to accrue to the Ministry as appropriations-in-aid, and in this connection the Committee express the opinion that no part of the realisation of assets which were acquired by capital expenditure ought to be applied to the current working expenses of the year without the sanction of Parliament.

THE WAR OFFICE.

It is now officially announced that, acting under medical advice, Sir Reginald Brade, G.O.B., has retired from the Civil Service. The Secretary of State for War has appointed Sir Herbert Greedy, K.C.B., C.V.O., to be Secretary of the War Office and Secretary of the Army Council in succession to Sir Reginald Brade. The retirement of Sir Reginald Brade, at the age of 55, is due entirely to the fact that his health has broken down owing to his exertions at the War Office during the Great War. Sir Reginald intends to proceed to the South of France for the purpose of recuperating, and in the event of his health being re-established, it is understood that he will return to England and offer his services to the Government. It is highly probable that he will then be offered a diplomatic appointment.

CASH ON DELIVERY PARCELS.

The arrangements for the exchange between the United Kingdom and certain British Possessions of parcels marked for the collection of trade charges have been revised and extended, and an entirely new service was brought into force on January 1st. The new service, which will be restricted to parcels only, will extend to New Zealand, Egypt, and most of the British Possessions which participate in the existing "cash on delivery" service, as well as to Denmark, France, and Switzerland.

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BERLIN'S NEW YEAR.
REVELRY IN GERMANY'S CAPITAL

The Special Correspondent of the Daily Telegraph in Berlin, wrote on January 1st:

Last night Berlin plunged headlong into a mad orgy of feasting and revelry. A stranger here would have sought in vain for any signs of suffering in the past or anxiety as to the future. It would never have occurred to him that he was in the capital of a beaten, broken, and bankrupt nation. On the contrary, he must have thought that these tipsy, careless, frolicsome folk were celebrating some great national triumph which had brought with it the certainty of boundless future prosperity.

Of course, New Year's Eve always was a saturnalia in Berlin, but nearly all with whom I have spoken agree that it never before was kept with such abandonment and uproar as last night. To an outsider it was a melancholy spectacle, which awakened wonder whether the state of a country ever can be fairly judged by the visible and audible life of its great cities. For at the moment of this stupendous carousal the outlook for Germany was blacker than it ever had been before. Never did her borders contain so much privation, misery, and black despair. Yet those of her people who have superfluous money in their pockets—or, at any rate, a very considerable proportion of them—seem utterly indifferent to their country's straits and clutch greedily at every pretext for childish and prodigal amusement. Apparently their only thought is to "enjoy the minute and the substantial pleasures in it."

The enthusiast had the even the excuse of spontaneity. No one who had not ordered his table beforehand, had the remotest chance of finding a place in a restaurant with the indispensable accessory of music. During the past week those shops which make a specialty of reasonable "jocund articles," as they are called, did a roaring trade. The supply hardly kept pace with the demand for confetti, paper ribbons, tinsel, crowns, masks, false noses, "expiring pigs," policemen's rattles, toy trumpets, "ticklers," cushions that squeak when you sit down on them, and explosive cigars and matches which strike neither on the box nor on anything else. Though a simple domino cost ten marks. Another sign of unusual prodigality was the early appearance on the streets of reeling, hiccupping drunkards. In years gone by intoxication was the close and culmination of the feast, and was little noticeable before midnight. This time it became painfully obvious as early as eight o'clock in the evening.

FOOD IN PLENTY.

By tacit consent the normal relaxation of the food regulations became, for the nonce, complete suspension. This went as a matter of course, and was expected by everyone. The tables groaned under the weight of good things set out upon them. White rolls no longer hid themselves demurely in cupboards or behind curtains, but came out into the open without shame in baskets. Contraband roast pork disguised itself on the menu as "savage with garnishings." Of seasonal dishes, such as geese and turkeys, there was a superabundance. During a motor drive of about 150 miles in the country round Berlin I saw such flocks of geese, ducks, and hens as had never before come under my eyes. Even at present values the goose is a profitable bird to rear, when you can sell him for the German equivalent of between 27 and 28. Nor were exotic dainties wanting. Excellent figs, for example, can be had here if you are willing to pay twenty-eight or thirty marks per lb. for them. But, of course, liquor was the major element in the feast. A German imitation champagne—the sweet and cloying beverage called Sekt—flowed in rivers at forty marks, and the authentic French product—certain brands at least—in quite respectable streams at 100 marks a bottle.

REAL COFFEE, BUT NO MILK.

For the rare teetotaler there was "real bean coffee" at from two to four marks a cup, and malt barley, rye, and good-brown beer, many other substantial coffees at appropriately reduced rates. The one thing which was actually unobtainable, or almost so, was milk. Children up to six years are allowed rather less than half a pint daily, but outside that indulgence even a doctor's prescription is not always effective. The stringency of the milk regulations makes the difficulties of clandestine traffic in this commodity almost insuperable.

As midnight pandemonium broke loose with more than its traditional intensity. Cheering, singing, and shouts of "prosit Neujahr," mingled with reports of cannon, the detonations of maroons and crackers, the hissing of rockets, and the clang of church bells in a hideous, ear-splitting din, which could be heard in the remotest suburbs, and awakened the really sad and reflective from their slumbers. The strains of "Deutschland über Alles" and "Die Wacht am Rhein" were audible everywhere. "Fast sleep, and then die Wacht am Rhein." So it does, but no longer a German Wacht. It is now a guard of Allies which "stands firm true" on "free German Rhine." And on this side of the river there is absolutely nothing on which to base the boast of the song. But what did that matter to those roysters? It troubled them little that their country was crushed, ruined, enslaved, humiliated, and dragged in the mire, as they read every day in their papers. All they wanted was a roasting tune to express their vinous plenitude of their emotions, and "Die Wacht am Rhein" did as well as any other.

Last New Year's Eve fell during a brief respite between two Spartanist risings, and the restaurants and cafes were all closed at an early hour. This was therefore the first genuine peace, and revolutionary celebration. The disappearance of the police gave full license to the crowds in the streets, whose numbers and behaviour seem to have beaten all previous records.

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Through rates quoted and through Bills of Lading issued to all Overland Points in the United States.

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HONGKONG OFFICE—2nd Floor, J. H. H. Buildings, Clater Road, Tel. No. 1062.

C. H. E. RICHARDSON,
Central Agent for South China.

AMERICAN & ORIENTAL LINE

For BOSTON & NEW YORK.
S.S. "LUCERIC" via Suez April 20th.

Subject to change without notice.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—
THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.

(WILFMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA, AND STRAITS

UNITED KINGDOM AND CONTINENT

LONDON & ANTWERP... "CITY OF NORWICH" ... 27th April.
LONDON... "KAZEMBE" ... 25th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For SHANGHAI... "KWEILIN" ... On 13th Mar. D'light
SWATOW AND BANGKOK... "CHENG TU" ... On 16th Mar. 9 A.M.
WEIHAIWEI & TIENTSIN... "KUEICHOW" ... On 18th Mar. Noon
AMOY, SHANGHAI & PUKOW... "TOHANG" ... On 18th Mar. 4 P.M.
WUSSUNG, CANTON & DAIKIN... "HANGCHOW" ... On 18th Mar. D'light
SHANGHAI... "HINKIAN" ... On 18th Mar. Noon
SHANGHAI AND TSINGTAO... "YINGCHOW" ... On 20th Mar. 4 P.M.
MANILA, CEBU & ILOILO... "TAMING" ... On 23rd Mar. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation Amidehips. Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to Yangtze and Northern China Ports. Passengers are added in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Telephone 36

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Lights and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAICHONG" | Capt. W. C. Passmore | TUESDAY, 14th Mar. at 1 P.M.
"HAICHING" | Capt. A. H. Stewart | FRIDAY, 17th Mar. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Bako Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

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NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CHARLTON HALL" ... via Panama ... 31st Mar.

"JASON" ... via Suez ... 10th April.

1 calls at Havana.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON BEISS & CO., CANTON.

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P. & O. - BRITISH INDIA,
AFRICAN AND EASTERN &
AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"DUNERA"	5,403	17th Mar.	Singapore, Colombo, Bombay.
"BANCA"	6,000	28th Mar.	Manilla, London & Antwerp.
"KHIVA"	8,000	4th Apr.	Marseilles & London via Cebu.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	17th Mar. 1 P.M.	Straits, Rangoon & Calcutta.
"ARHATON APCAR"	4,500	19th Mar.	Do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,000	28th April.	Sandakan, Thursday Island, Queensland Ports and Sydney, Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"KHIVA"	8,000	16th Mar.	Shanghai & Kobe.
"MADRAS"	7,000	17th Mar.	Shanghai & Kobe.

CALLS AT ANTWERP (Cargo only)

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras by the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

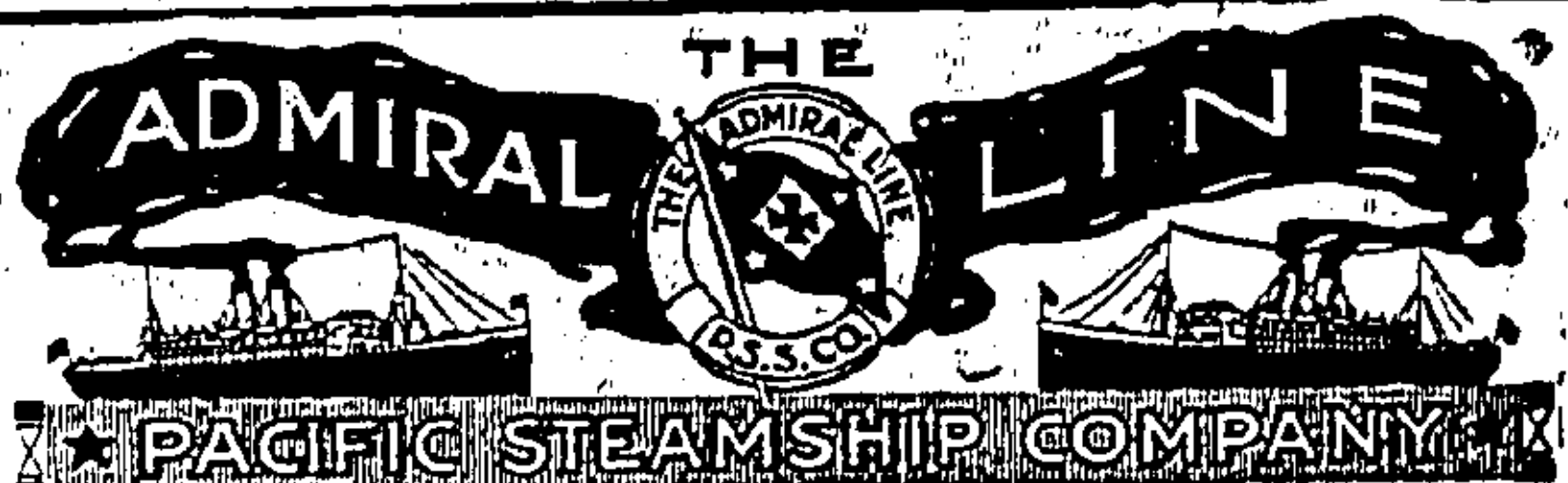
NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DODD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ELKTON"	...	About March 17th.
"ELDRIDGE"	...	About April 2nd.
"CITY OF SPOKANE"	...	About April 28th.
"ICONIUM"	...	About May 23rd.
"CROSSKEYS"	...	About June 2nd.

FOR PORTLAND SERVICE.

(Calling at Shanghai and Kobe).

"ABERCOSS"	...	About March 12th.
"PAWLETT"	...	About March 25th.
"COAXET"	...	About April 17th.
"WABAN"	...	About May 15th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, HONG KONG.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons. 10,500 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Mar. 25th. "CHINA" Mar. 20th. "NILE" May 15th.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent

Ice House Street Tel. 1943.

Prince's Buildings.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINKO MARU	22,000	April 1st
SIBERIA MARU	20,000	April 1st (from Yokohama)
PERSIA MARU	9,000	April 15th.
TENYO MARU	22,000	May 24th

* Omits Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, CRUZ BALBOA, ALLAO, ARICA AND TQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 13th.
SEIYO MARU	14,000	May 11th.
KIYO MARU	17,800	July 13th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamer

Leaves Hongkong.

CHOYO MARU ... April or May.

For all information as to rates, freight space, sailings, etc., apply to—

Telephone 2374 and 2375.

T. DAIGO, Manager,
King's Building.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI & KOBÉ	"ANDRE LEBON" 22,000	On or about 13th March
YOKOHAMA	"ARMAND BEHIC" 10,000	On or about 15th April
	"CORDILLERE" 10,000	On or about 23rd April

SHANGHAI (Only).

MARSEILLES VIA SAIGON, ST. PAUL, COLOMBO, DIBOUT, SUEZ, PORT SAID	"AMAZONE" 10,000	On or about 13th March
	"PAUL LEGAT" 20,000	On or about 4th April

Cargo boat for EUROPE

to call at MARSEILLES, and if sufficient

inducement offers,

GENOA, HAVRE, DUNKIRK, ANTWERP, ROTTERDAM

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore (and Port Said).

"ANDES MARU" ... Monday, 22nd March.
"CELEBES MARU" ... Middle of April.
Call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading shipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Thursday, 1st Apr.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Wednesday, 17th March.

"GANGES MARU" ... Wednesday, 24th March.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"UNNAN MARU" ... Thursday, 1st April.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"MANILA MARU" ... Tuesday, 23rd April.

"ARABIA MARU" ... both call at Shanghai

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers

have excellent accommodation for 1st and 2nd class saloon passengers and arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Monday, 15th March.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... Sunday, 14th March.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,

Tel. No. 744 and 745.

No. 1, Queen's Building.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer | Arr. Hongkong from Australia | Lv. Hongkong for Australia

"CHANGSHA" | March 24th | March 29th

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Rates. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

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